SOUTHERN PACIFIC COMPANY

PACIFIC LINES

91

TIME TABLE

FOR THE

TUCSON DIVISION

To Take Effect Sunday, April 4, 1926, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

A. E. SWEET,
Assistant General Manager.

H. S. FAIRBANK,
Superintendent.

YUMA SUBDIVISION

EASTWARD

Time Table No. 91

April 4, 1926

	SECOND CLASS							FIRST CLASS										
Car capacity of Sidings	430	244	428	426	424	412	92	4	12	102	2	104	Distance from San Francisco					
	Freight	San Francisco Manifest Freight	Freight	Freight	Local Freight	Freight	Los Angeles Manifest Freight	Golden State Limited	Golden State Express	Sunset Limited	Californian	Sunset Express						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		
Yard BKWYFTOP	9.00PM	5.30PM	3.00PM	**9.00AM**	5.00AM	**3.05AM**	**12.35AM**	8.45PM	8.05PM	**5.20PM**	2.00AM	12.55AM	732.7	Automatic Block Signals	TO-R	YUMA	4.8	Double Track
258 IP	9.15	5.50	3.15	9.15	5.20	3.20	12.50	8.55	8.15	5.30	2.10	f 1.05	737.5		TO	IVALON	2.6	
74 P	9.20	6.05	3.20	9.20	**5.32**	3.25	**1.09**	8.59	8.19	5.34	2.14	f **1.09**	740.1			ARABY	3.6	
70 P	9.28	6.20	3.28	9.28	5.42	3.32	1.25	9.04	8.24	5.39	2.19	f 1.14	743.7			FORTUNA	2.9	
67 P	9.34	6.28	**3.35**	9.34	6.05	3.38	1.40	9.09	8.29	5.44	**2.30**	f 1.19	746.6			BLAISDELL	6.9	
67 P House 6	9.52	6.55	**3.53**	9.52	6.29	3.56	**2.18**	9.21	8.41	5.56	2.42	f 1.31	753.5		TO	DOME	1.7	
												f	755.2			GRANITE SPUR	5.0	(Spur)
82 P	10.05	7.15	4.06	10.05	**7.10**	4.09	2.35	9.31	8.51	6.06	2.52	f 1.41	760.2		TO	LIGURTA	7.0	
11 P												f	767.2			ADONDE	2.8	(Spur)
70 PW	10.28	8.00	4.28	10.28	8.10	**4.38**	**3.05**	9.45	9.05	6.20	**3.05**	s **1.55**	770.0		TO	WELLTON	3.1	
71 P	10.36	8.15	4.36	10.36	8.24	4.46	3.20	9.50	9.10	6.24	3.10	f 2.00	773.1			ASHER	3.3	
67 P	10.43	8.27	4.43	10.43	8.42	4.53	3.30	9.55	9.15	6.29	3.15	f 2.05	776.4			TACNA	3.7	
71 P	10.51	8.38	4.51	10.51	8.55	5.01	3.41	10.00	9.20	6.34	3.20	f 2.10	780.1			GAEL	3.7	
67 P	**11.08**	8.50	4.59	10.59	9.05	**5.10**	3.52	10.05	9.25	6.39	3.25	f 2.15	783.8			COLFRED	4.8	
69 P	11.20	9.03	5.08	**11.10**	9.26	5.19	**4.13**	10.11	9.31	6.45	3.31	f 2.21	788.6			PEMBROKE	4.0	
88 P 70	11.35	**9.36**	5.21	11.22	9.49	5.29	**4.30**	10.16	**9.36**	6.50	3.36	f 2.27	792.6		TO	MOHAWK	3.3	
67 P	11.43	**10.21**	5.32	**11.32**	10.10	5.38	5.10	**10.21**	9.41	6.55	**3.42**	f 2.33	795.9			KIM	4.6	
67 P	11.53PM	**10.44**	5.42	**11.42**	10.53	**5.48**	5.40 6.13	10.27	9.47	7.01	**3.55**	f 2.39	800.5			STOVAL	5.7	
67 P	12.15AM	11.10	5.53	11.53AM	11.10	**6.04**	6.30	**10.34**	9.54	7.08	4.03	f **2.46**	806.2			MUSINA	5.7	
67 PW House 28	**12.45**	11.45PM	6.10	12.10PM	11.25	6.23	6.50	10.45	10.01	7.15	4.10	f 2.55	811.9		TO	AZTEC	7.8	
67 P	1.02	12.08AM	6.25	12.25	11.45	6.38	7.10	10.55	**10.12**	7.25	4.20	f 3.05	819.7			STANWIX	2.3	
70 P	1.10	**12.29**	6.35	12.30	11.57AM	6.43	7.18	10.59	10.15	7.28	4.24	f 3.08	822.0			LAVA	2.9	
Y													824.9			DELOSA	1.2	
82-76 PWF House21	**1.25**	12.50	6.50	**12.45**	**12.45PM**	6.55	**8.20**	11.05	10.21	7.34	4.32	s **3.20**	826.1		TO	SENTINEL	3.5	
76 P	1.33	**1.00**	6.58	12.55	1.10	7.03	8.35	11.10	10.26	7.39	4.39	f 3.28	829.6			TRIGO	3.5	
67 P	1.41	1.10	7.06	1.03	1.30	7.10	**8.55**	11.15	10.31	7.44	4.47	f 3.34	833.1			TARTRON	6.8	
67 P	1.54	1.25	7.18	1.15	2.00	**7.22**	9.15	11.24	10.40	7.53	4.56	f 3.44	839.9			PIEDRA	5.6	
67 P	2.07	1.40	7.29	1.26	2.20	7.33	9.28	11.33	10.47	8.00	**5.05**	f 3.52	845.5			THEBA	4.8	
67 P	2.16	1.50	7.38	1.38	2.40	**7.45**	**9.45**	**11.42**	10.53	8.06	5.15	f 3.58	850.3			SMURR	5.4	
Yard BKWTFP	2.30AM	2.10AM	8.00PM	2.00PM	3.00PM	8.00AM	10.30AM	s 11.50PM	s 11.02PM	s 8.15PM	s 5.25AM	s 4.10AM	855.7		TO-R	GILA		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(123.0)		
	(5.30) 22.36	(8.40) 14.19	(5.00) 24.60	(5.00) 24.60	(10.00) 12.30	(4.55) 25.02	(9.55) 13.13	(3.05) 39.89	(2.57) 41.69	(2.55) 42.17	(3.25) 36.00	(3.15) 37.85				Total Time Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction.

Gauntlet track, Colorado River Bridge, Yuma. Normal position switch west end for eastward track.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
12	Wellton	Los Angeles

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
4	Any Station	Hutchinson, Kansas
12	Any Station	Amarillo, Texas
102	Any Station	San Antonio

YUMA SUBDIVISION

WESTWARD

Time Table No. 91

April 4, 1926

				FIRST CLASS					THIRD CLASS		
			Distance from Gila	11	3	101	1	103	91	423	243
				Golden State Express	Golden State Limited	Sunset Limited	Californian	Sunset Express	Los Angeles Manifest Freight	Local Freight	San Francisco Manifest Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thur. & Sat.	Arrive Daily
TO-R	YUMA 4.8	Double Track	123.0	s 5.50AM	s 8.00AM	s 12.35PM	s **12.35**AM	s **3.05**AM	5.10PM	**5.20**PM	**9.00**AM
TO	IVALON 2.6		118.2	5.37	7.46	12.23	12.22	f 2.50	4.40	5.00	8.37
	ARABY 3.6		115.6	**5.32**	7.41	12.19	12.16	f 2.44	4.22	4.45	8.25
	FORTUNA 2.9		112.0	5.26	7.36	12.14	12.10	f 2.38	4.02	4.30	8.12
	BLAISDELL 6.9		109.1	5.20	7.32	12.10PM	12.04AM	f **2.30**	**3.35**	4.20	8.05
TO	DOME 1.7		102.2	5.07	7.20	11.58AM	11.52PM	f **2.18**	3.00	**3.53**	7.40
	GRANITE SPUR 5.0	(Spur)	100.5					f			
TO	LIGURTA 7.0		95.5	4.55	**7.10**	11.48	11.42	f 2.08	2.40	3.15	**7.10**
	ADONDE 2.8	(Spur)	88.5					f			
TO	WELLTON 3.1		85.7	**4.38**	6.56	11.35	11.29	s **1.55**	2.10	2.45	6.39
	ASHER 3.3		82.6	4.34	6.52	11.30	11.24	f 1.44	1.52	2.04	6.05
	TAONA 3.7		79.3	4.29	6.47	11.26	11.19	f 1.39	1.40	1.53	5.40
	GAEL 3.7		75.6	4.24	6.42	11.21	11.14	f 1.34	1.28	1.42	5.25
	COLFRED 4.8		71.9	4.19	6.37	11.16	**11.08**	f 1.28	1.15	1.30	**5.10**
	PEMBROKE 4.0		67.1	**4.13**	6.31	**11.10**	11.01	f 1.21	12.58	1.12	4.47
TO	MOHAWK 3.3		63.1	**4.08**	6.26	11.05	10.56	f 1.15	12.40PM	12.55	**4.30** **4.00**
	KIM 4.6		59.8	4.02	6.20	10.59	10.50	f 1.08	**11.32**AM	12.10PM	**3.42**
	STOVAL 5.7		55.2	**3.55**	**6.13**	**10.53**	**10.44**	f 1.01	**10.53**	**11.42**AM	3.10
	MUSINA 5.7		49.5	3.47	**6.04**	**10.46**	**10.34**	f 12.53	10.15	**10.46**	**2.46**
TO	AZTEC 7.8		43.8	3.40	5.55	10.39	10.22	f **12.45**	9.47	10.25	2.20
	STANWIX 2.3		36.0	3.30	5.43	10.29	**10.12**	f 12.33	9.02	9.55	1.45
	LAVA 2.9		33.7	3.26	5.39	10.26	10.05	f **12.29**	8.50	9.45	1.37
	DELOSA 1.2		30.8								
TO	SENTINEL 3.5		29.6	**3.20**	5.33	10.20	9.59	s 12.21	**8.20**	9.32	**1.25**
	TRIGO 3.5		26.1	3.14	5.27	10.14	9.54	f 12.13	8.03	9.13	**1.00**
	TARTRON 6.8		22.6	3.08	5.21	10.09	9.49	f 12.07AM	7.50	**8.55**	12.35
	PIEDRA 5.6		15.8	2.59	5.12	10.00	9.40	f 11.58PM	**7.22**	8.35	12.15
	THEBA 4.8		10.2	2.52	**5.05**	9.52	9.32	f 11.50	7.00	8.14	12.01AM
	SMURR 5.4		5.4	2.45	4.58	**9.45**	9.25	f **11.42**	6.45	**7.45**	**11.50**PM **11.35**
TO-R	GILA		0.0	2.37AM	4.50AM	9.37AM	9.17PM	11.31PM	6.30AM	7.20AM	11.10PM
	(123.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. & Sat.	Leave Daily
	Total Time			(3.13)	(3.10)	(2.58)	(3.18)	(3.34)	(10.40)	(10.00)	(9.50)
	Average speed per hour			38.24	38.84	41.46	37.27	34.49	11.53	12.30	13.54

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1	Any Station	Tucson
3	Any Station	Hutchinson, Kansas
11	Any Station	Amarillo, Texas
11	Wellton	Phoenix Sub-Division
101	Any Station	San Antonio and Tucumcari

EASTWARD

Time Table No. 91

April 4, 1926

	SECOND CLASS							FIRST CLASS								
Car capacity of sidings	430 Freight	428 Freight	92 Los Angeles Manifest Freight	426 Freight	422 Local Freight	244 San Francisco Manifest Freight	412 Freight	4 Golden State Limited	12 Golden State Express	102 Sunset Limited	108 Phoenix-Tucson Passenger	2 Californian	104 Sunset Express	Distance from San Francisco		STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard WFTPBK	8.10PM	2.30PM	11.30AM	8.30AM	6.00AM	3.00AM	**2.30AM**	11.57PM	11.09PM	8.22PM		5.35AM	4.20AM	855.7	Automatic Block Signals	TO-R GILA 3.4
67 P	**8.28**	2.43	11.45AM	8.43	6.15	3.15	2.43	12.03AM	**11.15**	**8.28**		5.43	f **4.31**	859.1		COLEDON 6.0
67 P	**8.52**	2.55	12.12PM	8.55	6.35	3.35	2.55	12.12	11.23	8.37		5.55	f **4.42**	865.1		TO BOSQUE 4.0
67 P	**9.05**	3.05	12.25	**9.06**	6.57	3.50	3.05	12.19	11.30	**8.44**		6.05	f 4.50	869.1		OCAPOS 2.7
76 P	9.14	**3.14**	12.35	9.15	7.07	4.10	3.14	12.24	11.35	**8.49**		6.11	f 4.57	871.8		SHAWMUT 2.8
73 PY	9.30	3.30	1.05	9.30	7.40	4.30	**3.30**	12.29	11.40	8.55		6.18	f 5.04	874.6		TO ESTRELLA 4.8
68 P	9.40	3.40	1.18	9.40	8.00	4.42	3.40	12.35	11.46	9.01		6.26	f 5.11	879.4		BUCHAN 4.3
67 PW	9.48	3.48	1.30	9.48	8.20	4.55	**3.50**	12.41	11.52	9.07		6.33	f 5.17	883.7		MOBILE 4.7
67 P	10.03	4.03	1.53	10.03	**8.33**	**5.24**	4.05	12.47	11.58PM	9.13		6.40	f **5.24**	888.4		ENID 4.4
67 P	**10.18**	4.12	**2.06**	10.12	8.58	5.50	4.13	12.53	12.04AM	9.19		6.47	f 5.31	892.8		HEATON 5.0
Yard WYOPK	10.33	4.30	2.20 3.20	10.30	9.38	**6.10** **7.50**	4.30	s **1.05**	s 12.15	s 9.35	7.45PM	s **7.00** **7.40**	s 5.50	897.8	Auto.Block Signals	TO MARICOPA 5.1
67 P	10.45	4.45	3.45	10.45	9.53	**8.05**	4.45	**1.13**	12.23	9.42	f 7.59	7.48	f 5.58	902.9		LIRIM 4.8
72 P	10.58	4.58	4.01	11.00	10.05	8.27	4.58	1.19	**12.30**	**9.48**	f 8.06	**7.59**	f 6.04	907.7		BON 4.8
67 P	11.10	**5.10**	4.17	11.10	10.25	8.40	5.10	1.25	12.36	9.54	f 8.12	8.09	f 6.11	912.5		NUNEZ 6.3
94 PW House 65	11.25	5.25	**4.40**	**11.25**	10.45	9.05	5.25	1.34	**12.45**	10.02	s 8.25	s 8.20	s 6.25	918.8		TO CASA GRANDE 4.9
67 P	**11.35**	5.35	4.50	11.35	11.00	9.20	5.35	1.40	12.53	10.09	f 8.32	8.26	f 6.32	923.7		ARIZOLA 4.7
68 P	11.45	**5.45**	5.00	11.45	11.15	9.35	5.45	1.46	1.00	10.15	f 8.39	8.33	f 6.39	928.4		TOLTEC 4.7
67 P	11.55PM	5.55	5.10	11.55AM	11.30	9.50	5.55	1.52	1.07	10.21	f 8.46	8.40	f 6.45	933.1		ELOY 4.4
71 PFW	**12.20AM**	**6.20**	**5.32**	12.20PM	11.55AM	**10.25**	6.18	1.58	1.14	10.27	f 8.52	8.47	f 6.51	937.5		TO PICACHO 3.2
73 P	12.29	**6.30**	**6.15** **6.40**	12.30	12.10PM	10.40	6.28	2.04	1.19	**10.31**	f **8.59**	8.52	f 6.58	940.7		OCATILLA 3.5
65 P	12.38	6.40	6.50	12.40	12.25	11.05	6.38	**2.10**	1.24	10.36	f 9.04	8.57	f **7.08**	944.2		WYMOLA 3.7
73 P	12.48	6.50	7.00	12.50	12.40	11.20	6.48	2.17	1.29	10.41	f 9.09	9.02	f 7.14	947.9		MONTROSE 3.5
67-67 PW House 23	12.58	7.00	7.10	**1.00**	**1.00**	11.35	**6.58**	2.24	1.34	10.46	s 9.15	9.08	f 7.20	951.4	Auto.Block Signals	TO RED ROCK 3.0
68 P	1.06	7.10	7.20	1.10	1.20	11.45	7.08	2.30	1.40	10.50	f **9.20**	9.14	f 7.26	954.4		AVRA 4.0
67 P	1.15	7.20	7.30	1.20	1.35	11.55AM	7.18	2.37	**1.51**	10.55	f 9.26	9.20	f 7.32	958.4		NAVISKA 3.8
71 P House 32	1.25	**7.30**	7.40	1.30	**2.00**	12.10PM	7.26	2.44	1.58	11.00	f 9.33	9.27	f 7.38	962.2		MARANA 4.7
69 PW	**1.40**	7.45	**8.22**	**1.45**	2.30	12.35	**7.48**	2.56	2.12	11.11	s 9.41	9.35	f 7.48	966.9		TO RILLITO 5.2
67 P	1.58	**8.15**	**8.37**	2.05	3.05	**1.02**	8.12	3.05	2.22	11.18	f 9.49	9.44	f 7.57	972.1		CORTARO 5.3
67 PW	2.15	8.30	8.50	2.20	3.30	1.22	8.27	3.13	2.32	**11.25**	f 9.57	9.52	f 8.06	977.4		JAYNES 3.8
IP	2.25	8.40	9.00	2.30	3.45	1.35	8.37	3.20	2.37	11.30	f 10.02	9.58	f 8.11	981.2	Auto. Block Signals Double Track	TO STOCKHAM 1.6
														982.8		SOUTH LINE JCT. 1.1
Yard YWFCT OPBK	2.40AM	9.00PM	9.20PM	3.00PM	4.00PM	2.00PM	9.00AM	s 3.35AM	s 2.50AM	s 11.45PM	s 10.10PM	s 10.10AM	s 8.25AM	983.9		TO-R TUCSON
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues., Thur. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(128.2)
	(6.30) 19.72	(6.30) 19.72	(9.40) 15.23	(6.30) 19.72	(10.00) 12.82	(11.00) 13.74	(6.30) 19.72	(3.38) 35.28	(3.41) 34.80	(3.23) 37.89	(2.25) 35.63	(4.35) 32.73	(4.05) 31.40			..........Total Time.......... ....Average speed per hour........

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or beyond
4	Any Station	Hutchinson, Kansas
12	Any Station	Amarillo, Texas
102	Any Station	San Antonio

GILA SUBDIVISION

WESTWARD

Time Table No. 91

April 4, 1926

	STATIONS	Distance from Tucson	FIRST CLASS						THIRD CLASS		
			3 Golden State Limited	101 Sunset Limited	107 Tucson-Phoenix Passenger	1 Californian	103 Sunset Express	11 Golden State Express	421 Local Freight	243 San Francisco Manifest Freight	91 Los Angeles Manifest Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily
Automatic Block Signals TO-R	GILA 3.4	128.2	s4.40AM	s 9.30AM		s9.10PM	s11.24PM	s **2.30**AM	4.30PM	10.10PM	5.30AM
	COLEDON 6.0	124.8	**4.31**	9.23		9.00	f**11.15**	2.24	4.10	9.50	5.16
TO	BOSQUE 4.0	118.8	4.22	9.14		**8.52**	f11.07	2.16	3.55	9.30	**4.42**
	OCAPOS 2.7	114.8	4.15	**9.06**		**8.44**	f11.00	2.10	3.30	**9.05**	4.22
	SHAWMUT 2.8	112.1	**4.10**	9.01		8.37	f10.55	2.05	**3.14**	**8.49**	**4.10**
TO	ESTRELLA 4.8	109.3	4.05	8.56		**8.32**	f10.50	2.01	2.58	**8.32**	**3.30**
	BUCHAN 4.3	104.5	3.57	8.48		8.24	f10.42	1.54	2.46	8.08	3.05
	MOBILE 4.7	100.2	**3.50**	8.41		8.18	f10.35	1.48	2.33	7.51	2.50
	ENID 4.4	95.5	3.42	**8.33**		8.11	f10.27	1.41	2.20	7.30	2.35
	HEATON 5.0	91.1	3.35	8.27		8.05	f**10.18**	1.35	**2.06**	7.08	2.20
Aut. Block Signals TO	MARICOPA 5.1	86.1	s3.25	s 8.18	s6.40PM	7.55 s7.20	s10.10	s **1.27**	1.30	6.30	**1.55** **1.00**
	LIRIM 4.8	81.0	3.11	**8.05**	f6.28	7.10	9.55	**1.13**	12.55	5.30	12.45
	BON 4.8	76.2	3.05	**7.59**	f6.22	7.04	**9.48**	1.03	12.45	5.20	**12.30**
	NUNEZ 6.3	71.4	2.58	7.53	f6.15	6.58	9.40	12.55	12.35	**5.10**	12.05AM
TO	CASA GRANDE 4.9	65.1	2.48	7.45	s6.05	s6.50	9.30	**12.45**	**12.20** **11.25**	**4.40**	11.50PM
	ARIZOLA 4.7	60.2	2.40	7.38	f5.53	6.40	9.21	12.38	11.10	4.07	**11.35**
	TOLTEC 4.7	55.5	2.34	7.32	f**5.45**	6.34	9.15	12.32	11.00	3.55	11.23
	ELOY 4.4	50.8	2.28	7.26	f5.39	6.28	9.09	12.26	10.45	3.43	11.10
TO	PICACHO 3.2	46.4	2.22	7.20	f**5.32**	**6.20**	9.03	**12.20**	**10.25**	3.30	10.59
	OCATILLA 3.5	43.2	2.16	7.15	f5.26	**6.15**	**8.59**	12.16	10.05	3.10	**10.31**
	WYMOLA 3.7	39.7	**2.10**	**7.08**	f5.21	6.10	8.54	12.11	9.55	2.57	10.01
	MONTROSE 3.5	36.0	2.05	7.03	f5.16	6.05	8.49	12.06	9.45	2.46	9.47
Aut. Block Signals TO	RED ROCK 3.0	32.5	2.00	**6.58**	s5.11	6.00	8.44	12.01AM	**9.30** **8.55**	2.35	9.35
	AVRA 4.0	29.5	1.56	6.53	f5.04	5.55	8.39	11.56PM	8.45	2.20	**9.20**
	NAVISKA 3.8	25.5	**1.51**	6.47	f4.58	5.50	8.33	11.50	8.35	2.10	9.07
	MARANA 4.7	21.7	1.46	6.41	s4.52	5.45	8.28	11.45	8.15	**2.00**	8.59
TO	RILLITO 5.2	17.0	**1.40**	6.35	s4.45	5.39	**8.22**	11.39	**7.48**	**1.45**	8.50
	CORTARO 5.3	11.8	1.33	6.27	f4.37	5.32	**8.15**	11.32	7.20	**1.02**	**8.37** **8.00**
	JAYNES 3.8	6.5	1.26	6.20	f4.29	5.25	8.06	**11.25**	7.00	12.32	7.45
Signals TO	STOCKHAM 1.6	2.7	1.20	6.15	f4.23	5.20	8.00	11.15	6.45	12.20	7.35
Double Track	SOUTH LINE JCT. 1.1	1.1									
TO-R	TUCSON	0.0	1.10AM	6.05AM	4.15PM	5.10PM	7.50PM	11.05PM	6.30AM	12.01 PM	7.20PM
	(128.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily	Leave Daily
	Total Time		(3 30)	(3 25)	(2.25)	(4.00)	(3.34)	(3.25)	(10.00	(10.09)	(10.10)
	Average speed per hour		36.63	37.52	35.63	37.52	35.94	37.52	15.08	12.63	14.85

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or beyond
101	Casa Grande	Phoenix Subdivision points or where regularly stops

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
1	Any Station	Polvo
3	Any Station	Hutchinson, Kansas
11	Any Station	Amarillo, Texas
101	Any Station	San Antonio and Tucumcari
101	Casa Grande	Globe Subdivision points or other stations where regularly stops
103	Any Station	Tucson

GILA SUBDIVISION—NOGALES BRANCH

Car capacity of sidings	EASTWARD SECOND CLASS 168	 482	FIRST CLASS 122	Distance from San Francisco		Time Table No. 91 April 4, 1926	Distance from Nogales	WESTWARD FIRST CLASS 121	THIRD CLASS 167	 481
	Mixed	Local Freight	Mexican Express					Mexican Express	Mixed	Local Freight
	Leave Tues., Thurs. Sat.	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday
Yard WFCTOP YBK		7.30AM	10.40AM	983.9	TO-R	TUCSON	66.3	s 4.00PM		3.30PM
						0.8				
				984.7		T. & N. R. R. JCT.	65.5			
						2.2				
		7.45	10.50	986.9		SOUTH LINE CROSSING	63.3	3.50		3.05
						3.0				
60		7.55	f 11.00	989.9		AGUIRRE	60.3	f 3.44		2.55
						3.9				
60		8.05	f 11.07	993.8		XAVIER	56.4	f 3.37		2.45
						4.8				
60		8.15	f 11.15	998.6		FELIX	51.6	f 3.29		2.35
						3.8				
W 120 House 32		8.30	s 11.23	1002.4		SAHUARITA	47.8	s 3.22		2.25
						4.6				
62		8.40	f 11.31	1007.0		HARTT	43.2	f 3.14		2.10
						3.4				
13		8.50	s 11.37	1010.4		CONTINENTAL	39.8	s 3.08		2.00
						1.7				
63 House 31		9.00	f 11.41	1012.1		MORALES	38.1	f 3.03		1.50
						1.5				
			f	1013.6		HACKETT (Spur)	36.6	f		
						2.7				
62 House 41		9.10	f 11.49	1016.3		CANOA	33.9	f 2.56		1.40
						2.2				
			f	1018.5		SOPRI (No Siding)	31.7	f		
						2.6				
P 62		9.25	s 11.58AM	1021.1	TO	AMADO	29.1	s 2.47		1.30
						4.5				
61		9.35	f 12.07PM	1025.6		CHAVEZ	24.6	f 2.38		1.15
						2.5				
3			f	1028.1		SOTOS CROSSING (Spur)	22.1	f		
						1.5				
W 61 House 32		9.50	f 12.15	1029.6		TUBAC	20.6	f 2.31		1.05
						4.6				
62 House 31		10.00	f 12.24	1034.2		OTERO	16.0	f 2.23		12.55
						3.2				
62 House 33		10.10	f 12.30	1037.4		SILVA	12.8	f 2.17		12.45
						2.7				
PY	6.35PM	10.20	s 12.37	1040.1	R	CALABASAS	10.1	s 2.12	6.55AM	12.37
						2.8				
6			f	1113.8		PLOMO	7.3	f		
						1.7				
			f	1115.5		SAXTON (No Siding)	5.6	f		
						3.0				
5			f	1118.5		BENEDICT (Spur)	2.6	f		
						2.6				
Yard WFCTO PBK	7.00PM	11.00AM	s 1.00PM	1121.1	TO-R	NOGALES	0.0	1.50PM	6.30AM	12.05PM
	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday	Arrive Daily			(66.3)		Leave Daily	Leave Mon.. Wed. Fri.	Leave Daily Ex. Sunday
	(0.25) 24.24	(3.30) 18.94	(2.20) 28.41			Total Time Average speed per hour		(2.10) 30.60	(0.25) 24.24	(3.25) 19.40

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 122 is superior to No. 121.

Mile posts between Calabasas and Nogales are numbered in accord with distance via Benson-Calabasas Line.

GILA SUBDIVISION

SOUTH LINE

Car Capacity of Sidings	EASTWARD Distance from San Francisco	Time Table No. 91 April 4, 1926 STATIONS	WESTWARD Distance from El Paso
P	990.4	SOUTH YARD JCT.	334.3
		1.9	
P 85	988.5	ALDONA	336.2
		2.0	
P	986.5	SOUTH LINE CROSSING	338.2
		2.0	
PCW Yard	984.5	SOUTH YARD	340.2
		1.7	
P	982.8	SOUTH LINE JCT.	341.9
		(7.6)	

Right hand track from South Line Jct., to cross-over west of former E. P. & S. W. passenger station will be used as eastward track, and middle track from this cross-over to South Line Junction will be used as westward track.

Trains and engines must move between South Yard Jct. and South Line Jct., which is all within Tucson yard limits, with caution expecting to find main track occupied without flag protection.

SOUTHERN PACIFIC COMPANY
Pacific Lines
TUCSON DIVISION

520-31

Tucson, April 6, 1926.

SPECIAL NOTICE NO. 131.

AGENTS:

Effective April 6, 1926, Train No. 38 will be annulled between Phoenix and Maricopa during the life of Time Table No. 91 by train order, and the connection will be operated daily by train order on the following schedule, with same regular and flag stops as shown on schedule of No. 38 in order to make connection with train No. 12 at Maricopa:

Leave	Phoenix	10:45 PM
"	Kendall	10:56 PM
"	Cactus	10:58 PM
"	Tempe	11:08 PM
"	Tempe Jct.	11:10 PM
"	Peterson	11:14 PM
"	Helena	11:18 PM
"	West Chandler	11:23 PM
"	Alicia	11:31 PM
"	Sacate	11:39 PM
Arrive	Maricopa	11:59 PM

H. S. Fairbank
Superintendent

N BRANCH

WESTWARD

91	Distance from Maricopa	FIRST CLASS					THIRD CLASS			
		31 Phoenix Limited	33 Passenger	35 Passenger	37 Passenger		129 Local Freight	125 Local Freight	127 Local Freight	
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	
	34.9	s 8.45AM	s 9.45AM	s 4.20PM	s 8.55PM		4.00AM	5.40PM	3.35PM	
	30.0	8.31	9.32	4.06	f 8.41		3.45	5.25	3.20	
(Spur)	29.4	f 8.30	f 9.30	f 4.05	8.40		3.40	5.20		
	26.7	s 8.25	s 9.25	3.59	s 8.36		3.30	5.10	3.10	
	25.8	8.13	f 9.19	3.52PM	8.29		3.06	4.40PM	2.50PM	
	23.4	8.10	f 9.15		f 8.26		3.01			
	21.0	8.06	f 9.09		f 8.22		2.55			
	17.6	s 7.58	f 9.01		f 8.17		2.45			
	12.6	7.50	f 8.52		f 8.10		2.15			
(Spur)	9.4									
	7.8	7.42	f 8.43		f 8.02		2.00			
	0.0	7.30AM	8.30AM		7.50PM		1.30AM			
		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thurs., Sat.	
....		(1.15) 27.92	(1.15) 27.92	(0.28) 19.50	(1.05) 32.22		(2.30) 13.96	(1.00) 9.10	(0.45) 12.13	

class in the opposite direction:

and 33.

AD DITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
31	Any station	Tucson and Yuma

EASTWARD

Car capacity of sidings	SECOND CLASS				FIRST CLASS					Distance from
			168	482					122	
			Mixed	Local Freight					Mexican Express	
			Leave Tues., Thurs. Sat.	Leave Daily Ex. Sunday					Leave Daily	
Yard WFCTOP YBK				7.30AM					10.40AM	98
										98
				7.45					10.50	98
60				7.55					f 11.00	98
60				8.05					f 11.07	9
60				8.15					f 11.15	9
W 120 House 32				8.30					s 11.23	100
62				8.40					f 11.31	100
13				8.50					s 11.37	10
63 House 31				9.00					f 11.41	10
									f	10
62 House 41				9.10					f 11.49	10
									f	10
P 62				9.25					s 11.58AM	10
61				9.35					f 12.07PM	10
3									f	10
W 61 House 32				9.50					f 12.15	10
62 House 31				10.00					f 12.24	10
62 House 33				10.10					f 12.30	10
PY			6.35PM	10.20					s 12.37	10
6									f	11
									f	11
5									f	11
Yard WFCTO PBK			7.00PM	11.00AM					s 1.00PM	11
			Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday					Arrive Daily	
			(0.25) 24.24	(3.30) 18.94					(2.20) 28.41	..

Westward trains are superior to trains of the same

Mile posts between Calabasas and Noga

EASTWARD

GILA SUBDIVISION

SOUTH LINE

WEST

Car Capacity of Sidings				Distance from San Francisco	Time Table No. 91 April 4, 1926 STATIONS	Distance from El Paso		
P				990.4	SOUTH YARD JCT.	334.3		
					1.9			
P 85				988.5	ALDONA	336.2		
					2.0			
P				986.5	SOUTH LINE CROSSING	338.2		
					2.0			
PCW Yard				984.5	SOUTH YARD	340.2		
					1.7			
P				982.8	SOUTH LINE JCT.	341.9		
					(7.6)			

San Francisco, April 6, 1926.

HEADS OF DEPARTMENTS:

Please change your Tucson Division time table No. 91, page 7, Phoenix Branch, to read -

No 38 leave Phoenix 10:45 PM(instead of 1130PM)
arr. Maricopa 11:59 PM(instead of 1235AM)

This change made in order that No 38 may make connection at Maricopa with No 12 as well as No. 4 which was not contemplated when time table was issued.

R.L.RUBY

N BRANCH WESTWARD

		FIRST CLASS				THIRD CLASS		
91	Distance from Maricopa	31 Phoenix Limited	33 Passenger	35 Passenger	37 Passenger	129 Local Freight	125 Local Freight	127 Local Freight
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.
	34.9	s 8.45AM	s 9.45AM	s 4.20PM	s 8.55PM	4.00AM	5.40PM	3.35PM
	30.0	8.31	9.32	4.06	f 8.41	3.45	5.25	3.20
(Spur)	29.4	f 8.30	f 9.30	f 4.05	8.40	3.40	5.20	
	26.7	s 8.25	s 9.25	3.59	s 8.36	3.30	5.10	3.10
	25.8	8.13	f 9.19	3.52PM	8.29	3.06	4.40PM	2.50PM
	23.4	8.10	f 9.15		f 8.26	3.01		
	21.0	8.06	f 9.09		f 8.22	2.55		
R	17.6	s 7.58	f 9.01		f 8.17	2.45		
	12.6	7.50	f 8.52		f 8.10	2.15		
(Spur)	9.4							
	7.8	7.42	f 8.43		f 8.02	2.00		
	0.0	7.30AM	8.30AM		7.50PM	1.30AM		
		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thurs., Sat.
....		(1.15) 27.92	(1.15) 27.92	(0.28) 19.50	(1.05) 32.22	(2.30) 13.96	(1.00) 9.10	(0.45) 12.13

class in the opposite direction:

31 and 33.

AD DITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
31	Any station	Tucson and Yuma

EASTWARD

Car capacity of sidings	SECOND CLASS				FIRST CLASS					Distance from
			168	482					122	
			Mixed	Local Freight					Mexican Express	
			Leave Tues., Thurs. Sat.	Leave Daily Ex. Sunday					Leave Daily	
Yard WFCTOP YBK				7.30AM					10.40AM	98
										98
·				7.45					10.50	98
60				7.55					f 11.00	98
60				8.05					f 11.07	9
60				8.15					f 11.15	9
W 120 House 32				8.30					s 11.23	10
62				8.40					f 11.31	10
13				8.50					s 11.37	10
63 House 31				9.00					f 11.41	10
									f	10
62 House 41				9.10					f 11.49	10
									f	10
P 62				9.25					s 11.58AM	10
61				9.35					f 12.07PM	10
3									f	10
W 61 House 32				9.50					f 12.15	10
62 House 31				10.00					f 12.24	10
62 House 33				10.10					f 12.30	10
PY			6.35PM	10.20					s 12.37	10
6									f	11
									f	11
5									f	11
Yard WFCTO PBK			7.00PM	11.00AM					s 1.00PM	11
			Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday					Arrive Daily	
			(0.25) 24.24	(3.30) 18.94					(2.20) 28.41	..

Westward trains are superior to trains of the same

Mile posts between Calabasas and Noga

EASTWARD GILA SUBDIVISION WESTV

SOUTH LINE

Car Capacity of Sidings				Distance from San Francisco	Time Table No. 91 April 4, 1926 STATIONS	Distance from El Paso		
P				990.4	SOUTH YARD JCT.	334.3		
					1.9			
P 85				988.5	ALDONA	336.2		
					2.0			
P				986.5	SOUTH LINE CROSSING	338.2		
					2.0			
PCW Yard				984.5	SOUTH YARD	340.2		
					1.7			
P				982.8	SOUTH LINE JCT.	341.9		
					(7.6)			

PHOENIX SUBDIVISION BRANCH

EASTWARD | **WESTWARD**

Car capacity of sidings	130	128	126	38	32	36	34	Distance from San Francisco		Time Table No. 91 April 4, 1926	Distance from Maricopa	31	33	35	37	129	125	127
	SECOND CLASS			FIRST CLASS								FIRST CLASS				THIRD CLASS		
	Local Freight	Local Freight	Local Freight	Passenger	Phoenix Limited	Passenger	Passenger					Phoenix Limited	Passenger	Passenger	Passenger	Local Freight	Local Freight	Local Freight
	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.
Yard BKWFCTYPO	7.40PM	11.30AM	6.30AM	11.30PM	6.10PM	8.00AM	6.10AM	932.7	TO-R	PHOENIX 4.9	34.9	s 8.45AM	s 9.45AM	s 4.20PM	s 8.55PM	4.00AM	5.40PM	3.35PM
19	7.55	11.45	6.42	f 11.41	6.20	8.11	f 6.21	927.8		KENDALL 0.6	30.0	8.31	9.32	4.06	f 8.41	3.45	5.25	3.20
P 11				f 11.42	f 6.21	f 8.12	f 6.22	927.2		CACTUS (Spur) 2.7	29.4	f 8.30	f 9.30	f 4.05	8.40	3.40	5.20	
Yard WYPOK	8.05 9.10	11.59AM 12.40PM	6.50 10.20	s 11.50	s 6.30	s 8.25	s 6.28	924.5	TO-R	TEMPE 0.9	26.7	s 8.25	s 9.25	3.59	s 8.36	3.30	5.10	3.10
P	9.15	12.45PM	10.30AM	11.52	6.32	8.28AM	6.30	923.6		TEMPE JCT. 2.4	25.8	8.13	f 9.19	3.52PM	8.29	3.06	4.40PM	2.50PM
21	9.25			f 11.55	6.35		f 6.34	921.2		PETERSON 2.4	23.4	8.10	f 9.15		f 8.26	3.01		
53	9.35			f 11.59PM	6.38		f 6.39	918.8		HELENA 3.4	21.0	8.06	f 9.09		f 8.22	2.55		
PY	9.50			f 12.04AM	s 6.43		f 6.44	915.4		WEST CHANDLER 5.0	17.6	s 7.58	f 9.01		f 8.17	2.45		
58	10.10			f 12.11	6.50		f 6.51	910.4		ALICIA 3.2	12.6	7.50	f 8.52		f 8.10	2.15		
4								907.2		RIVERA (Spur) 1.6	9.4							
P 22	10.25			f 12.18	6.56		f 6.58	905.6		SACATE 7.8	7.8	7.42	f 8.43		f 8.02	2.00		
Yard KWYPO	10.50PM			s 12.35AM	s 7.20PM		s 7.15AM	897.8	TO-R	MARICOPA	0.0	7.30AM	8.30AM		7.50PM	1.30AM		
	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			(34.9)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thurs., Sat.
	(3.10)	(1.15)	(4.00)	(1.05)	(1.10)	(0.28)	(1.05)			Total Time		(1.15)	(1.15)	(0.28)	(1.05)	(2.30)	(1.00)	(0.45)
	16.75	16.06	18.20	32.22	29.91	19.50	32.22			Average speed per hour		27.92	27.92	19.50	32.22	13.96	9.10	12.13

Westward trains are superior to trains of the same class in the opposite direction:

Except No. 34 is superior to Nos. 31 and 33.
No. 32 is superior to No. 37.

AD DITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
31	Any station	Tucson and Yuma

EASTWARD | **WESTWARD**

Car capacity of sidings	SECOND CLASS			Distance from San Francisco		Time Table No. 91 April 4, 1926	Distance from Phoenix	SECOND CLASS		
			134 Local Freight Leave Sat. only			STATIONS		133 Local Freight Arrive Sat. only		
Y 13			10.00AM	971.3		HASSAYAMPA (Spur) 2.6	38.6	9.30AM		
7			10.10	968.7		PALO VERDE (Spur) 1.3	36.0	9.00		
61			10.20	967.4		CONGER 4.2	34.7	8.50		
WP 62 House 31			10.50	963.2	TO	BUCKEYE 6.0	30.5	8.31		
20			11.10	957.2		LIBERTY (Spur) 3.2	24.5	7.40		
2			11.20	954.0		NORTON (Spur) 4.8	21.3	7.20		
PY 64 House 32			11.40	949.2		AVONDALE 3.3	16.5	7.00		
62			11.55AM	945.9		CASHION 2.7	13.2	6.40		
8			12.05PM	943.2		TOLLESON (Spur) 0.6	10.5	6.20		
13			12.15	942.6		JEAN (Spur) 1.8	9.9	6.15		
27			12.25	940.8		FOWLER 4.0	8.1	6.10		
			12.45	936.8		CAMPO (No siding) 4.1	4.1	5.50		
Yard BKWCFT YPO			1.10PM	932.7	TO-R	PHOENIX	0.0	5.30AM		
			Arrive Sat. only			(38.6)		Leave Sat. only		
			(3.10)			Total Time		(4.00)		
			12.19			Average speed per hour		9.65		

EASTWARD | **WESTWARD**

Car capacity of sidings	SECOND CLASS			Distance from San Francisco		Time Table No. 91 April 4, 1926	Distance from Casaba	THIRD CLASS		
			126 Local Freight Leave Daily Ex. Sunday			STATIONS		125 Local Freight Arrive Daily Ex. Sunday		
P			11.59AM	933.4	R	CHANDLER JCT. 1.3	11.5	3.40PM		
20			12.10PM	934.7		TREMAINE (Spur) 0.9	10.2	3.30		
20			12.14	935.6		FALFA 3.1	9.3	3.25		
66 House 16			1.15	938.7	TO	CHANDLER 2.4	6.2	3.10		
15			1.25	941.1		POZO (Spur) 2.5	3.8	2.15		
13			1.35	943.6		NARANJA (Spur) 0.3	1.3	2.05		
27 Spur 18			1.40	943.9		GOODYEAR 1.0	1.0	2.00		
Y 16			1.45PM	944.9		CASABA (Spur)	0.0	1.50PM		
			Arrive Daily Ex. Sunday			(11.5)		Leave Daily Ex. Sunday		
			(1.46)			Total Time		(1.50)		
			6.51			Average speed per hour		6.27		

EASTWARD | **WESTWARD**

Car capacity of sidings				Distance from San Francisco	Time Table No. 91 April 4, 1926 STATIONS	Distance from Litchfield		
20				954.5	LITCHFIELD (Spur) 1.5	0.0		
				953.0	BARN (No siding) 3.8	1.5		
YP 64 House 32				949.2	AVONDALE	5.3		
					(5.3)			

EASTWARD | **WESTWARD**

Car capacity of sidings				Distance from San Francisco		Time Table No. 91 April 4, 1926 STATIONS	Distance from Mesa		
				925.5		P. & E. JCT. 0.6	7.5		
15				926.1		CREAMERY 5.1	6.9		
31 31				931.2		NORTH MESA 1.8	1.8		
WY Yard				933.0	TO	MESA	0.0		
						(7.5)			

EASTWARD | **WESTWARD**

Car Capacity of Sidings				Distance from San Francisco		Time Table No. 91 April 4, 1926 STATIONS	Distance from Poston			
				966.1	R	FLORENCE JCT. 2.7	6.1			
3				968.8		(Spur) 3.4	3.4			
Y				972.2		POSTON	0.0			
						(6.1)				

EASTWARD | **WESTWARD**

Car Capacity of Sidings				Distance from San Francisco		Time Table No. 91 April 4, 1926 STATIONS	Distance from Normal Jct.			
Yard WYPOK				924.5	TO-R	TEMPE 1.1	2.3			
				925.5		P. & E. JCT. 1.2	1.2			
				926.7		NORMAL JCT.	0.0			
						(2.3)				

Westward trains are superior to trains of the same class in the opposite direction.

PHOENIX SUBDIVISION BRANCH

Car capacity of sidings	EASTWARD					Distance from San Francisco	Time Table No. 91 April 4, 1926	Distance from Phoenix	WESTWARD			
	SECOND CLASS				FIRST CLASS				FIRST CLASS	THIRD CLASS		
	136	128	126	132	36				35	131	125	127
	Local Freight	Local Freight	Local Freight	Mixed	Passenger				Passenger	Mixed	Local Freight	Local Freight
	Leave Tues. Thurs.Sat.	Leave Mon. Wed. Fri.	Leave Daily Ex. Sunday	Leave Tues. Thurs Sat.	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.
P		12.45PM	10.30AM		8.28AM	923.6	TEMPE JCT. 2.0	9.0	3.52PM		4.40PM	2.50PM
		12.55	10.40		8.32	925.6	NORMAL JCT. 1.1	11.0 10.4	3.48		4.30	2.42
7		1.02	10.45		f 8.34	926.7	FRANKENBURG (Spur) 0.2	11.5	f 3.46		4.25	2.37
63						926.9	TEMPE PUMPING PLANT (Spur) 3.2	11.7			4.20	
Yard PWY		1.30	11.45		s 8.44	930.1	TO MESA 1.2	14.9	s 3.40		4.10	2.30
5			11.50		f	931.3	McQUEEN (Spur) 0.9	16.1	f		3.45	
P		1.40	11.55AM		8.48	932.2	R CHANDLER JCT. 3.1	17.0	3.26		3.40PM	1.52
46 House 27		2.00			s 8.55	935.3	TO GILBERT 5.1	20.1	s 3.21			1.45
P 27		2.20			f 9.03	940.4	HIGLEY 3.5	25.2	f 3.10			1.10
10		2.35			f 9.09	943.9	GERMANN 2.5	28.7	f 3.04			1.00
8					f	946.4	RITTENHOUSE (Spur) 3.5	31.2	f			
PW 55		2.55			f 9.19	949.9	QUEEN CREEK 8.3	34.7	f 2.55			12.45
47		4.00			s 9.37	958.2	TO MAGMA 6.7	43.0	s 2.41			12.15PM
P		4.15			f 9.48	964.9	R FLORENCE JCT. 2.4	49.7	f 2.29			11.40AM
PW 28 House 17		4.40			s 10.00	967.3	TO FLORENCE 0.7	52.1	s 2.25			11.30
6						968.0	STANCO (Spur) 2.1	52.8				
2		4.50			f 10.04	970.1	BARR (Spur) 5.1	54.9	f 2.15			10.44
9		5.05			f 10.14	975.2	MUNN (Spur) 2.1	60.0	f 2.06			10.31
27		5.10			f 10.19	977.3	PRICE 6.2	62.1	f 2.02			10.19
P 27		5.30			f 10.34	983.5	COCHRAN 4.5	68.3	f 1.48			10.00
12		5.45			f 10.44	988.0	BUTTES (Spur) 3 4	72.8	f 1.39			9.47
P 26		6.00			f 10.52	991.4	ZELLWEGER 1.4	76.2	f 1.31			9.35
3		6.05			f 10.55	992.8	WOOLEY (Spur) 3.3	77.6	f 1.28			9.30
Yard PW		6.45			s 11.18	996.1	TO-R RAY JUNCTION 1.2	80.9	s 1.20			9.20
2					f	997.3	ERMAN (Spur) 5.9	82.1	f			
P 32		7.05			f 11.33	1003.2	BRANAMAN 4.2	88.0	f 12.56			8.35
Y		7.15			11.48	1007.4	BURNS WYE 0.7	92.2	12.47			8.23
36		7.25			f 11.50	1008.1	BURNS 0.4	92.9	f 12.45			8.20
Yard KWFPO	6.00AM	7.30PM			s 11.54AM	1008.5	TO-R HAYDEN JCT. 2.1	93.3	s 12.43			8.00
P 17 13	6.10				s 12.05PM	1010.6	TO HAYDEN 1.4	95.4	s 12.35			7.45
P 15	6.20AM			6.30AM	s 12.10PM	1012.0	TO-R WINKELMAN 1.2	96.8	12.30PM	s 7.30AM		7.35AM
6						1013.2	ROCK QUARRY (Spur) 2.3	98.0				
4				f		1015.5	FINNEY (Spur) 3.4	100.3		f		
43				s 7.02AM		1018.9	CHRISTMAS	103.7		7.07AM		
	ArriveTues. Thurs. Sat.	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday		(95.3)		Leave Daily Ex. Sunday	Leave Tues. Thurs. Sat.	Leave Daily Ex. Sunday	Leave Tues. Thurs. Sat.
	(0.20)	(6.45)	(1.25)	(0.32)	(3.42)		Total Time		(3.22)	(0.23)	(1.00)	7.15)
	10.50	12.58	6.07	12.94	23.89		Average speed per hour		26.26	18.00	8.60	12.19

Westward trains are superior to trains of the same class in the opposite direction.

Except No. 36 is superior to No. 35.

Two MP shown at Normal Jct. to make this column agree with former MP east of there.

SPECIAL INSTRUCTIONS: "SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, San Francisco, 65 Market Street, Supervisor of Time Service.

Tucson	Greenwald & Adams
Tucson	G. F. Van Sickle
Yuma	Wm. Baird
Nogales	E. M. Mather
Phoenix	C. A. Sheldon

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE 14. At junction points when recalling flagman on diverging route use:

Four (4) long and one (1) short blast of steam whistle to recall flagman from the west.

Five (5) long and one (1) short blast of steam whistle to recall flagman from the east.

RULE 14 (L). Signal will be repeated so that last blast of whistle ends as engine reaches crossings at all outlying public highway grade crossings by all trains, and in the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates, and when train is not required to stop, nor restricted by ordinance to run at slow speed.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated, will register: Maricopa, trains originating and terminating.

Engineers of light engines arriving Tucson from Rio Grande Division will leave register ticket Form 2642 with roundhouse crew dispatcher who will deliver promptly to telegraph office and operator will report information from this form to proper register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows: Hayden Jct.—Trains 35 and 36.

RULE 83 (D). Trains must obtain a clearance card before leaving Phoenix, Maricopa, Tempe and Buckeye, when such stations are open train-order offices.

RULE 93. Yard Limits—Are defined by yard limit signs at the following stations Yuma, Gila, Maricopa, Tucson, Nogales, Phoenix, Tempe, Mesa, Florence, Ray Jct., Hayden Jct.

RULE 97 (A). On double track trains may run extra, moving with the current of traffic, without running orders between Tucson and Stockham.

RULE 98. Railroad crossings and junctions not interlocked:

Tucson, Gate over South Line, West of South Line Crossing with T. & N. Line, normal position will be closed, with red light at night, protecting against movement from South Line to South Yard. This permits trains over the T. & N. Line to proceed without stopping for crossing, when gate is in normal position. Trains must not exceed eight miles per hour over this crossing.

Normal position of switches at the end of double track and at junctions will be as follows:

Tucson—T. & N. R. R. Jct.—Switch will be set for East Leg of Wye leading to Freight Yard.
Stockham—For Eastward track.
Ivalon—For Eastward track.
Yuma—For Eastward track.
(At west end of gauntlet on Colorado River Bridge.)

RULE 151 (D). Between telegraph office located at double cross-over Polvo and puzzle switch located opposite yard office Tucson, trains must keep to the left.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

The Rules and Regulations of the Transportation Department, issued January 1, 1923, are amended as follows:

Form E, Example 4 (Page 54), is modified to the extent that an extra train may be run late as per Examples 5 and 6 of Form E, rules under these examples applying the same as if it were a regular train.

It will be understood that no other movements are to be made in the same order and that the stations and time at each must be written in column formation.

RULE 820. Enginemen who have had less than 610 days actual experience as enginemen in freight service and less than 60 days experience on the division must not be used in passenger service.

When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to the train, the experienced men to handle the leading engine.

RULE 867. Westward freight trains stop ten minutes at Bosque. Eastward freight trains five minutes at Enid. If stop at Mobile, inspection may be made there instead Enid.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 875. Running air brake test must be made as follows: Eastward and Westward at Mohawk, Westward at Estrella.

RULE 876. Standing air brake tests must be made by Westward freight and mixed trains at Estrella.

AUTOMATIC SIGNALS

Westward freight trains must not pass cross-over switch near automatic block signal 9851 east end Tucson Yard without proceed signal from Yardman.

Automatic block signal 9846 Nogales Branch near T. & N. R. R. Junction Tucson will indicate "proceed" when switches are lined up for movement from Nogales Branch to westward main.

INTERLOCKING

Sixth Avenue, Tucson.

Normal position of derailing switch in westward main track on west side of 6th Avenue, is to derail.

Movement from eastward main track to passenger yard will be governed by top arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Movement from eastward main track to freight yard will be governed by lower arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Movement from passenger yard to westward main track will be governed by top arm of double arm dwarf signal located 6th Avenue.

Movement from passenger yard to eastward main track will be governed by lower arm of double arm dwarf signal located 6th Avenue.

Movement from freight yard to westward main track also to eastward main track through cross-over will be governed by dwarf signal located east of derail.

Movement from westward main track to freight yard also to passenger yard through cross-over will be governed by dwarf signal located opposite double arm dwarf signal 600 feet west 6th Avenue.

Hand signals permitted by Rule 628 may be given from window of tower at 6th Avenue.

Whistle Signals as Follows:

Against current of traffic one long one short (————o.)
For diverging route one short one long and one short (o————o.)

STOCKHAM

Switch at end of double track Stockham, and two cross-over switches 4,000 feet east of telegraph office are electrically controlled, and operated from telegraph office.

The upper arm of three arm signal located at end of double track governs movement to eastward track, lower arm governs diverging movement to westward track, trains desiring to enter westward track will sound one long and one short blast of steam whistle, and are authorized to occupy westward track to two arm dwarf signal, which governs eastward movement through cross-over switch, but does not authorize further movement on westward track which may be made only under flag protection or train order.

The lower arm of three arm signal on westward track 4,000 feet east of telegraph office will govern diverging movement to eastward track and will authorize occupation eastward track from this signal to bracket signal opposite telegraph office.

When interlocking signal 9818 is at stop train will be proceeded by a flagman who will inspect position of cross-over switches on eastward track, finding switches lined for main track, train will be governed by Rule 509.

IVALON

Switch at end double track Ivalon electrically controlled and operated from telegraph office. For movement against current of traffic, sound one long and one short blast steam whistle.

Movement against current of traffic on eastward track west of dwarf signal will be made only under flag protection or train order.

MISCELLANEOUS

1. On freight trains, retainers will be used on grades in accordance with Rules Nos. 53 and 54, of "Rules and Regulations Governing Air Brakes, Etc., effective January 1, 1922," as follows:

Estrella to Gila:

Trains of less than 100 M's per operative brake, when necessary in judgment of Conductor and Engineer of train.

Trains of more than 100 M's per operative brake, use 10 to 15 retainers solid on head end.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character more than five miles long, for the first three miles the time consumed in traveling any one mile shall not be less than three minutes.

The above maximum speed restriction will not affect speed on heavier grades and other locations, where the maximum is now provided.

2. When testing for triple causing undesired emergency, as per Rule 311 of Air Book.

If test is made on grade, a sufficient number of hand brakes must be set to secure train.

After test is completed and before train proceeds, rear end air brake test, as per Rule 17 of Rules and Regulations governing care and operation of air brakes, must be made to insure all hose coupled and angle cocks in proper position.

3. Trains and engines must run with caution a sufficient distance before reaching crossing of electric street railway, Stone Avenue, Tucson.

4. Between Colorado River Bridge and Fourth Street, Yuma, use of locomotive whistle is prohibited except in emergency, and answering air signal when testing brakes.

5. Eastward trains, except first class, not pass first road crossing, 550 feet East of East end Colorado River Bridge Yuma, without proceed signal from yardman.

6. Trains using sidings at Sentinel will be governed as follows: Westward trains (except first-class) will use east siding; westward first-class and eastward trains will use west siding.

7. Trains using sidings at Mohawk will be governed as follows: Eastward trains use house track (track No. 2) and westward trains the siding (track No. 1).

8. When trains leave stretches of continuously block-signaled track, fusee will be left near the last signal, as it is possible a train is following less than ten (10) minutes. Conductor and enginemen having knowledge from any source whatsoever that the preceding train is less than ten (10) minutes ahead of them leaving stretches of track that are continuously block-signaled, will space themselves at the last signal in accordance with Rule 91.

9. First class trains meeting at Gila, will take siding at the passenger station unless otherwise instructed.

10. Water track Maricopa must be kept clear for use of first class trains.

11. Passenger trains having 4300 class engines take oil and water west of Tucson as follows: All trains take oil at Gila.

Westward: All trains take full tank water at Sentinel except No. 101. No. 101 take water at Gila. All trains take sufficient water at Yuma to take train to Niland.

Eastward: Take full tank water at Rillito.

12. Enginemen or other train service employes noting appearance of broken rail or angle bar will stop train and determine nature of defect; and in case of broken rail or angle bar a brakeman must be left to afford proper protection until relieved.

13. Wooden underframe flat cars must be placed next to caboose and not between loads.

14. When necessary to handle passenger equipment in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

15. Helpers on eastward trains will cut in ahead of twenty five per cent of tonnage of train; or if all head end cars, just ahead of caboose, and must not cut off while train is in motion.

16. Trains and yard engines, except yard engines making up trains, entering the Tucson Passenger Station Yard from T. & N. Line must stop at car sheds, and not proceed until a proceed signal has been received from yardman. Other trains and engines must not pass through the puzzle switch located opposite yard office, without a proceed signal from yardman.

17. Fifteen (15) hand brakes must be set on west end, and ten (10) on east end, of all freight trains arriving at Tucson. These brakes must be set with assistance of brake club after train has stopped in yard. Any one releasing any of these brakes will be held responsible to see that there are as many others set to replace them.

18. Two hand brakes must be set on the rear and two on head end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

19. Eastward trains, except first class, will not pass South Line Jct., Tucson, without permission from Yardmaster.

20. All trains backing up between stations and over street crossings within city limits will use tail hose, which must be handled by conductor.

Tail hose must be used by yard crews whenever passenger equipment is backed over street crossings.

21. At Maricopa, while switching on north side between freight house and water tank, man will ride head car in the day time, and walk ahead of car at night to prevent accidents to passengers who are crossing tracks between depot and hotel. Speed must be reduced so that train can be stopped in time to avoid accidents.

22. Entrance to R. C. C. Co. plant, Hayden, protected by gates which are closed and locked at night, and if used must be closed and locked.

23. Entrance to Arizona Packing Co. plant, Cactus, protected by gates, which must be kept closed and locked.

24. Winkelman switch east of Hayden Junction must be left set for the R. C. C. Co.'s track leading to Hayden Mill. During the hours that train order signal at Hayden Junction indicates operator on duty, westward trains will not enter main track until they have called for the train order signal, by whistle signal "14, (j)" and the signal has been placed in proceed position.

Westward trains moving between Hayden and Hayden Junction on Winkelman main line and R. & G. V. Railroad stop before fouling the adjacent track. Stop boards east of the clearance point on each track.

25. Freight trains must not back out Tucson Yard without a signal from Herder at east end of yard.

26. All freight trains from or to Nogales Branch or South Line must have tail hose and in service while backing out or into Tucson Yard.

27. Rule 24 of the Rules and Regulations governing the care and operation of air brake and air signal apparatus, effective January 1, 1922, has been changed to read as follows:

When defects in the air brake apparatus develop on either passenger or freight trains between repair stations, which cannot be remedied without serious delay, cut out the brake and report on Form 2809 and hand to the Car Foreman at the first repair station. Air brake on rear car of any passenger train must not be cut out unless it is absolutely necessary. If cut out, however, a brakeman must be stationed on such car and the hand brake known to be operative. The car must be switched ahead of other air-braked cars at the first siding.

To cut out a brake, close the cut-out cock in the cross-over or branch pipe underneath the car and open the release valve in the auxiliary reservoir until all the air escapes, but on all passenger cars leave the drain cocks open. Do not cut out any brake unless it is absolutely necessary and, when cut out, the conductor must advise the engineman.

When cutting out the air brake on a car with LN or UC equipment, close the cut-out cock in the branch pipe and bleed all reservoirs.

With UC equipment, if defect for which brake is being cut out exists in the foundation brake rigging, simply close the side vented cut-out cock in the brake cylinder pipe.

28. Whenever an engineer, either in passenger or freight service places the brake valve in emergency position for the purpose of applying the brake, he will leave it in that position until train stops, irrespective of the fact that the cause for so using it has been removed. This rule should not be confused with the requirement of Rule 34, under which the engineer handles the brake valve after the brake has been applied through some other agency in order to keep the brakes applied.

29. In left hand margin of timetable fuel oil stations for oil will be designated with letter "f," coaling stations with letter "c," both oil and coal "fc."

30. Train and enginemen must not exchange friendly salute by hand or lantern when meeting or passing trains. Hazard of accident obtains in such practice due to danger of mistaking salute for signal or signal for salute.

31. Surging motion on passenger trains ascending grades, trainmen will signal engineer by using one long sound of communicating signal and give a hand or lantern signal to enginemen to indicate that train is surging, this to permit enginemen to correct, if possible, by changing method of operating engine.

DERAILERS IN MAIN TRACK

Derailing switch 579 feet west of west switch Nogales, may be run through by eastward trains. Westward trains must stop and examine this switch before using it. After any train has used this switch it must be set and locked for derail. No train must pass over it at a speed to exceed 6 miles per hour.

Derailing switch 250 feet east of west switch Christmas.

TELEGRAPHONE CALLS

Phoenix Subdivision

Phoenix: —— ——.

Cactus: o o o.

Tempe: —— o o.

West Chandler, Section House: —— —— —— —— ——.

Sacate: —— —— ——.

Ray Junction: ——.

Hayden Junction: 0 —— ——.

Winkelman: —— —— o o o.

The emergency call to be used by trainmen will be a succession of short rings.

Telegraphone Wire:

Between Phoenix and Tempe—Top cross arm, third wire from pole, left side when facing toward Tempe.

Between Tempe and Maricopa—Top cross arm, second wire from pole, left side when facing toward Maricopa.

Between Tempe and Winkelman—Top wire.

Following tracks not to be used by 3200, 3600, 3700 or 4300 class engines:

Yuma	Corral No. 1 repair. No. 2 repair. Inside and outside coal. San Diego Spur. X—1.
Araby	Spur.
Dome	Spur.
Granite Spur	West leg wye. Pit.
Ligurta	Spur.
Adonde	Spur.
Wellton	Spur.
Pembroke	Spur.
Mohawk	West Spur.
Stoval	Spur.
Musina	Spur.
Aztec	House.
Stanwix	Spur.
Sentinel	House. Pump Spur.
Tartron	Spur.
Theba	Spur.
Gila	No. 3—West Yard. West cross-over to Gillespie Spur. Corral.
Maricopa	North House. No. 4. No. 5. South Leg Wye.
Casa Grande	Stock. Cotton Gin Spur.
Eloy	Lettuce Spur.
Hassayampa	Branch.

Following tracks not to be used by above class engines nor by Consolidation or Atlantic type engines:

P. & E. track, between cross-over one mile east of Phoenix, and Kendall.

South track (formerly M. & P.) between Kendall and River track west of Salt River Bridge.

Track west of Salt River Bridge to old Santa Fe Bridge.

Tempe: Rock Quarry, Gravel Pit, Valley Mill and Pumping Plant spurs.

Main track east of Tempe to old Santa Fe Bridge.

Mesa Branch between Mesa Milling Company spur and Creamery.

Mesa	Drew and Government spurs.
Magma	Spur.
Munn	Spur
Price	Pit
Buttes	Spur
Finney	Spur
Chandler Branch	Between Pozo and Casaba
Hansen Branch	
Sacate	Wood spur

1800 class engines must not use Mesa Branch, between Mesa Milling Company spur and Creamery. Chandler Branch, between Pozo and Casaba. P. & E. track between Asylum spur and Kendall. South track between Kendall and River track west of Salt River Bridge.

Engines not allowed on outfit spurs, Florence, Burns, Sacate and on M. & P. track west of P. & E. Junction.

Heavier than 1800 class engines must not be used between Winkelman and Christmas, and on West Chandler Wye and Stock Corrals.

Tremaine Spur }
Falfa Siding... } to be used only by 1600, 2100, 2200 and 2900 class engines.

Engines must not use oil Spur Picacho and Wood Spur Maricopa beyond stop boards.

Engines must not use Arizona Southern tracks, including Wye, at Red Rock.

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

Page	BETWEEN	Passenger	Freight	Light Engines Run'ing Forward	Light Engines Run'ing Backward
.....	Through interlocking limits with caution	.....	.....	.....	.....
.....	Through crossovers, turnouts, except Ivalon	8	8	8	8
.....	Yuma Yard, except	10	10	10	10
	Colorado River and East Lead Main Track	5	5	5	5
2–3	East Switch of new Drill Track 700 feet east of Subway Yuma and 3000 feet east of MP., 734	35	25	25	15
2–3	Ivalon turnout	20	20	20	10
2–3	Mile Post 749 and 755A	30	20	25	10
2–3	Mile Post 792.8 and 794A	30	20	25	10
2–3	1400 feet east and 2200 feet east Mile Post 824	30	20	25	10
4–5	700 feet west of Mile Post 868 and Mile Post 870A	30	20	25	10
.....	Gila Yard	15	10	10	10
.....	Maricopa Yard	15	10	10	10
.....	Tucson Yard	15	10	10	10
6	Tucson and Nogales	40	30	30	15
6	Nogales Yard, except	15	10	10	10
	Corporate limits	6	6	6	6
	Phoenix Subdivision				
8	Phoenix and Hassayampa	35	25	25	15
8	Avondale and Litchfield	20	20	20	10
8	Over bridge and trestle Agua Fria River	10	10	10	10
7–8	Fifth St. and Eighth Ave., Phoenix	10	10	10	10
7	Over P. & E. track between crossover (one mile east of Phoenix) and Kendall	15	15	15	10
7	Kendall and Salt River Bridge, south track	6	6	6	6
7	First curve west Salt River Bridge	15	15	15	10
8	Mesa and P. & E. Jct. via North Mesa	15	15	15	10
8	Curve one mile east P. & E. Jct	35	25	25	15
9	First curve east of Mesa	10	10	10	5
8–9	Curve Chandler Jct	35	25	25	15
8	Pozo and Casaba	25	20	20	10
9	Second curve east of Magma	35	25	25	15
9	Second curve east of Florence	40	30	30	20
9	1700 feet east of Mile Post 973 and Mile Post 974	30	20	20	15
9	Price and Christmas	30	25	25	15
9	Second curve west of Tunnel No. 1 between Price and Cochran	15	15	15	10
9	Curve at Mile Post 983½	15	15	15	10
9	Curve 3500 feet east of Mile Post 985	25	20	20	15
9	Curve 500 feet west of Mile Post 990	15	15	15	10
9	Curve at Mile Post 990½	25	20	20	15
9	Curve 1200 feet east of Mile Post 991	25	20	20	15
9	First curve east of Zellweger	25	20	20	15
9	Second curve east of Gila River Bridge (between Wooley and Ray Jct.)	25	20	20	15
9	Curve at Mile Post 995½	25	20	20	15
9	Second curve west of Mineral Creek Bridge	25	20	20	15
9	First curve east of Mineral Creek Bridge	25	20	20	15
9	Hayden Jct.; yard and R. C. C. Co. tracks	15	15	15	10
9	Hayden Jct. and R. C. C. Co. Mill, Hayden	.....	12	12	12
	Mogul	.....	.....	45	20
	Mikado	.....	.....	40	20
	Mountain	.....	.....	50	20
	Consolidation—Class C-18 and C-19	.....	.....	40	20
	Consolidation—Class C-20, C-21, C-22 and C-23	.....	.....	35	20
	2-10-2 Type	.....	.....	30	15

SPEED RESTRICTIONS—Continued

	M. P. H.
2-10-2 Class in passenger service as follows:	
(a) On Tangent track	45
(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger engines;	
(c) Type F-3, F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.	
2-10-2—3653 and higher in other service 30 miles per hour on tangent track and curves of less than 6 degrees and 20 miles per hour on curves of 6 degrees and over.	
2900 class, 4200 class—in passenger service	40
4000 class—in passenger service	35
Freight consolidation and Mikado—in passenger service	45
Mk-4 class passenger service	35
Mk-4 class freight service	25
Mk-4 class backing with train between Hayden Jct. and Ray Jct	20
Moving cars ahead of engine	20
Light engines running ahead except 2-10-2, 3653 and higher	35
Yard engines	20
Engines backing coupled in trains or light on main track	25
Same on Branches	20
Trains handling relief outfit, except	25
Curves 4 degrees or over	15

Six-degree curves or over are located between Blaisdell and Dome, Mohawk and Kim, Bosque and 1 mile east Ocapos.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure in Pounds
A-1	3000 to 3009	63	45120
A-2	3022	64	44500
F-2	3600	45	45200
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140
MK-4	3216 to 3230, 3232 to 3235	49	45560
MM-2	4200 to 4211	56	46300
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740
T-6	2197, 2208	45	24110
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2330, 2342, 2343, 2352	54	46220
TW-2	2946, 2948 to 2953	43	25860
TW-4	2926 to 2931	44	26000
P-11	3100 to 3109	61	39350
C-18	3400 to 3409	51	31780
C-19	3410 to 3426	54	32290
C-20-21	3440, 3444, 3445, 3449	51	36100
C-22-23	3450, 3451, 3452, 3469	55	36180
MK-7-8-9	3300, 3309, 3310, 3314, 3315, 3324	57	46200
F-4-5	3668 to 3717, 3718 to 3763	40	45910

Note:—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

AVERAGE WEIGHTS OF PASSENGER CARS

Kind of Car	Average Weights—Pounds Wood	Steel	Steel Underframe
Baggage	75,800	96,200	
" (Dynamo)		101,400	
" and Mail—69′	78,800	124,900	86,100
" " " —60′		97,800	
" " Passenger	66,800		
Club		135,300	121,400
" (Dynamo)		145,700	
Business	114,200	178,500	141,600
Chair	84,300	99,200	
Coaches	75,300	101,200	
Dining	130,600	150,400	143,400
Horse Express	96,200		
Observation	121,700		128,100
Postal—60′		113,800	
" —40′		71,800	
Tea and Silk	48,000		

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Description	
	Main Line	
733.0	Yuma, Ice Platform east end old Ice House Track	Side
937.5	Picacho, Water Tank Spout	Overhead and Side
966.9	Rillito, Water Tank Spout	Overhead and Side
	Tucson-Nogales Line	
1029.6	Tubac, Water Tank Spout	Overhead and Side
	Phoenix Subdivision	
971.3	Hassayampa, Gin Spur	Overhead and Side
932.7	Phoenix, Sump Track at Oil Tank	South Side
924.5	Tempe Gravel Pit	Overhead and Side
931.3	Mesa, Arizona Cotton Co. Spur and Drew's Spur	Overhead
931.3	Mesa, Warehouse Texas Oil Co. Spur	Side
943.9	Goodyear, Gin Spur	Overhead and Side
968.5	Florence, Water Tank Spout	Overhead and Side
981.6	Cliffs, east of Mile Post 981	North Side
981.8	Tunnel Number One	Overhead and Side
997.2	Ray Junction, Water Tank Spout	Overhead and Side

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Yuma to Gila	1.00	10.	1.40
Gila to Tucson	1.00	7.50	1.30
Tucson to Nogales	1.00	8.	1.32
Tucson to Gila	0.90	7.50	1.20
Gila to Yuma	1.00	10.	1.40
Nogales to Tucson	0.50	8.	0.82
Hassayampa to Phoenix	0.50	6.	0.74
Phoenix to Hassayampa	0.50	6.	0.74
Phoenix to Tempe	0.50	8.	0.82
Tempe to Phoenix	0.50	8.	0.82
Tempe to Maricopa	0.50	4.	0.66
Maricopa to Tempe	0.40	4.	0.56
Tempe to Florence	0.50	10.50	0.92
Florence to Tempe	0.50	10.50	0.92
Florence to Christmas	1.70	12.	2.18
Christmas to Florence	0.50	12.	1.98
Chandler Jct. to Casaba	0.30	3.	0.42
Casaba to Chandler Jct	0.30	3.	0.42
Tempe to P. & E. Jct	1.50	10.50	1.50
P. & E. Jct. to Tempe	1.50	10.50	1.50

RATING OF LOCOMOTIVES—TUCSON DIVISION

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson	Tucson to Yuma	Tucson to Nogales	Nogales to Tucson	Maricopa to Phoenix	Casaba to Chandler Jct.	Christmas to Phoenix	Phoenix to Tempe	Tempe to Maricopa	Tempe to Christmas	Chandler Jct. to Casaba	Phoenix and Hassayampa
				Helper	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
M- 4	M-63 20/28 126	1671, 1697	180	3050	2920			4120	3015	3770	3015	3780	3140	3015	3015
M- 4	M-63 20/28 128-S	1624, 1660	180												
M- 4	M-63 20/28 128-S	1643, 1713	190												
M- 9	M-63 21/28 150-S	1828 to 1830	200	3740	3590			4580	3500	4390	3500	4500	3655	3500	3500
M-11	M-63 21/28 153-S	1831													
M-11	M-63 22/28 153-S	1832 to 1835													
M-11	M-63 22/28 150	1836													
T- 2	T-63 19/24 105	2221 to 2234	160	1950	1880	900	1905								
T-31	T-63 22/28 162-S	2353 to 2362	200	4110	3950	2500	3500								
T-32	T-69 23/28 174-S	2363 to 2370													
T-32	T-69 23/28 174-S	2371 to 2384	210	4350	4220	2650	3650								
P-1, 3	P-77 22/28 141-S	2400 to 2437	210	3440	3350	2100	2710								
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2836, 2839 to 2857	210	4800	4600	3000	4135	6760		5635	4510	6380	4700		
C-9, 10	C-57 22/30 194-S	2513 to 2599, 2752 to 2836, 2839 to 2857													
C- 8	C-57 22/30 192-S	2698 to 2751													
C- 9	C-57 22/30 187	2513 to 2599, 2752 to 2830	200	4270	4080										
C- 8	C-57 22/30 184	2698 to 2751													
C- 5	C-57 22/30 187-S	2624 to 2679	210	4830	4630										
C- 5	C-57 22/30 185-S	2680 to 2693													
C- 5	C-57 22/30 180	2624 to 2679	200	4300	4120	2500	3500								
C- 5	C-57 22/30 178	2680 to 2693													
TW- 3	TW-50 20/26 120	2932 to 2945	170	3040	2910	1400	2400								
A- 3	A-81 20/28 112-S	3025 to 3071	210	2650	2610	1850	2385								
A- 3	A-81 20/28 105	3025 to 3071	200	2410	2370	1750	2275	3270	2500	3135	2500	3215	2610	2500	2500
A- 5	A-81 20/28 108-S	3072, 3074													
A- 5	A-81 21/28 108-S	3073													
Mk- 4	Mk-57 23¾/30 206-S	3237 to 3240	200	5340	5110			7400		6170	4930	7920	5140		
Mk-5, 6	Mk-63 26 /28 210-S	3241 to 3277	200	5600	5560			8100		6770	5400	8000	5640		
F- 1	F-63 27½/32 273-S	3600 to 3652	200	5900	6700										
F- 3	F-63 29½/32 297-S	3653 to 3667	200	6390	7650										
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	6590	8080										
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768													
	Allowance for empty and underloaded cars	Less than 40 M's.		6	6	6	6	6	6	6	6	6	6	6	6
		40 M's to 50 M's.		3	3	3	3	3	3	3	3	3	3	3	3
				Helper 0.5 Yuma to Ivalon Helper 1.0 Gila to Estrella Except Classes F-1, Helper 0.7, F-3, 4, 5, Helper 0.6 Double Pembroke to Mohawk and Lava to Sentinel	Double Kim to Mohawk										

SURGEONS

Location	Name	Title
Yuma Ariz.	Dr. J. A. Ketcherside	District Surgeon
Yuma “	Dr. H. D. Ketcherside	District Surgeon
Yuma “	Dr. E. G. Colby	Assistant District Surgoen
Gila “	Dr. L. H. Richards	District Surgeon
Tempe “	Dr. R. J. Stroud	District Surgeon
Phoenix “	Dr. Geo. M. Brockway	District Surgeon
Phoenix “	Dr. A. M. Tuthill	Assistant District Surgeon
Phoenix “	Dr. J. E. Drane	Assistant District Surgeon
Phoenix “	Dr. D. F. Harbridge	Oculist
Phoenix “	Dr. Ancil Martin	Aurist
Phoenix “	Dr. Win Wylie	Consulting Surgeon
Phoenix “	Dr. W. O. Sweek	Consulting Surgeon
Litchfield “	Dr. R. L. Penn	District Surgeon
Buckeye “	Dr. G. C. Rubel	District Surgeon
Mesa “	Dr. J. A. Ollerton	District Surgeon
Chandler “	Dr. F. C. Jordan	District Surgeon
Florence “	Dr. G. E. Huffman	District Surgeon
Ray “	Dr. C. E. Utzinger	District Surgeon
Hayden “	Dr. F. R. Winslow	District Surgeon
Casa Grande “	Dr. J. E. Redden	District Surgeon
Tucson “	Dr. C. A. Thomas	Division Surgeon
Tucson “	Dr. S. C. Davis	Division Surgeon
Tucson “	Dr. J. B. Littlefield	Assistant Surgeon
Tucson “	Dr. M. C. Comer	Oculist and Aurist
Tucson “	Dr. T. H. Cates	Assistant Oculist and Aurist
Tucson “	Dr. H. W. Fenner	Consulting Surgeon
Nogales “	Dr. W. F. Chenoweth	District Surgeon

HOSPITALS

General Hospital, Southern Pacific Hospital	San Francisco, Calif.
Division Hospitals, St. Mary's Hospital	Tucson, Ariz.
St. Joseph's Hospital	Phoenix, Ariz.

LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Tucson, Phoenix (Union Station), Phoenix (Round House), Tempe, Ray Jct.

MILEAGE

Main Line

Yuma to East of Tucson	S. P. R. R.	253.79	
Stockham to East of Tucson	S. P. R. R. 2d track	5.06	
West of Tucson Jct. with S. P. R. R. to East of Tucson	E. P. & S. W. R. R.	7.06	
Total Main Line			265.91

Branches

Shop Grounds route Tucson Yard to T. & N. R. R. connection	S. P. R. R.	0.70	
T. & N. R. R. Jct. to Calabasas	T. & N. R. R.	55.38	
Calabasas to Nogales	N. M. & A. R. R.	9.80	
Maricopa to Tempe	A. E. R. R.	27.27	
Tempe Yard	A. E. and P. & E. R. R. joint	0.20	
Tempe Yard	A. E. R. R.	0.42	
Tempe to Kendall	P. & E. R. R.	2.38	
Kendall Yard	A. E. and P. & E. R. R. joint	0.09	
Kendall to Hassayampa	A. E. R. R.	44.14	
Tempe to East of Erman	P. & E. R. R.	75.24	
East of Erman—Eastward	A. E. R. R.	1.80	
East of Erman to West of Hayden	P. & E. R. R.	7.10	
West of Hayden to Hayden	A. E. R. R.	0.36	
Hayden Yard (Trackage Right)	R. & G. V. R. R.	0.37	
Hayden to Winkelman	A. E. R. R.	2.49	
Winkelman Yard	P. & E. R. R.	0.13	
Winkelman to Christmas	A. E. R. R.	7.72	
West Chandler to Hansen	A. E. R. R.	2.58	
Avondale to Litchfield	A. E. R. R.	4.92	
P. & E. Jct. to Mesa	A. E. R. R.	7.22	
Chandler to Casaba	A. E. R. R.	11.91	
Florence Jct. to Poston	A. E. R. R.	6.10	
Tempe Jct. to Normal Jct.	A. E. R. R.	2.30	
Total Branches			270.62
Total Tucson Division			536.53

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"A"—Atlantic type
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific type
"F"—2-10-2

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\,\frac{22}{30}\,187$$

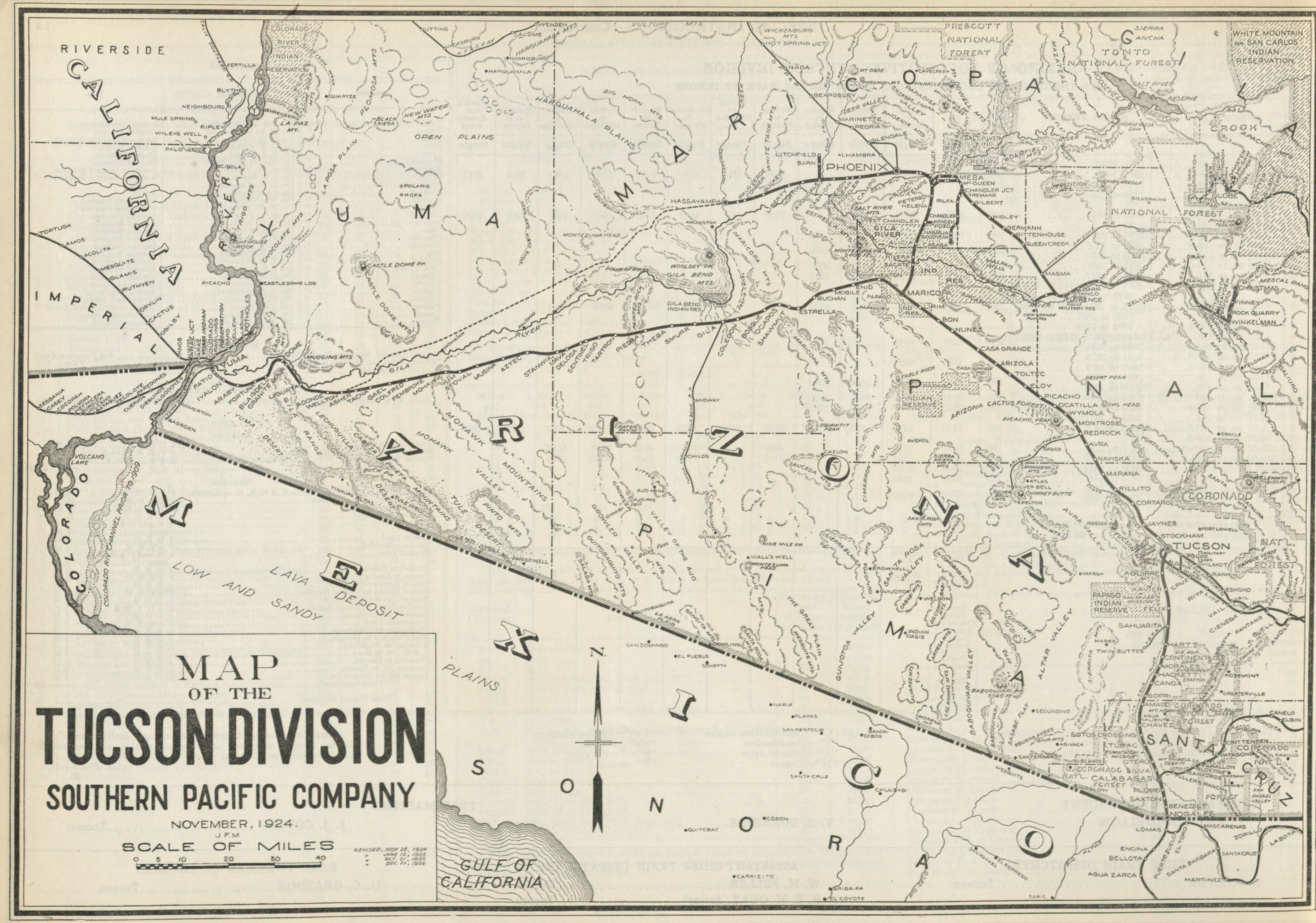
ASSISTANT SUPERINTENDENT
J. C. GOODFELLOW

TRAINMASTERS
V. S. BURNHAM .... Yuma
J. J. COWIN .... Tucson

CHIEF TRAIN DISPATCHER
S. F. HYDE .... Tucson

ASSISTANT CHIEF TRAIN DISPATCHERS
W. M. FULLER .... Tucson
R. E. MCQUAY (Acting) .... Tucson

ROAD FOREMAN OF ENGINES
G. C. GRAYDON .... Tucson


CALIFORNIA
RIVERSIDE
IMPERIAL
ARIZONA
MEXICO
SONORA
YUMA
MARICOPA
PINAL
GILA
PIMA
SANTA CRUZ
PHOENIX
TUCSON
YUMA
MARICOPA
CASA GRANDE
FLORENCE
MESA
CHANDLER
GILA BEND
NOGALES
BENSON
GLOBE
WINKELMAN
CHRISTMAS
HAYDEN
HASSAYAMPA
WICKENBURG
SALOME
WENDEN
BLYTHE
RIPLEY
PICACHO
TOLTEC
ELOY
RED ROCK
MARANA
RILLITO
CORTARO
JAYNES
STOCKHAM
VAIL
SAHUARITA
CONTINENTAL
TUBAC
CALABASAS
AJO
GILA RIVER
COLORADO RIVER
SALT RIVER
SANTA CRUZ RIVER
PAPAGO INDIAN RESERVE
CORONADO NAT'L FOREST
TONTO NATIONAL FOREST
PRESCOTT NATIONAL FOREST
WHITE MOUNTAIN OR SAN CARLOS INDIAN RESERVATION
COLORADO RIVER INDIAN RESERVATION
GILA BEND INDIAN RES.
HARQUAHALA PLAINS
LOW AND SANDY PLAINS
LAVA DEPOSIT
MOHAWK MOUNTAINS
CASTLE DOME MTS
MARICOPA MTS
SANTA ROSA VALLEY
ALTAR VALLEY
AVRA VALLEY
ARIZONA CACTUS FOREST
BABOQUIVARI 7740 FT
VOLCANO LAKE
COLORADO RIV. CHANNEL PRIOR TO 1909
GULF OF CALIFORNIA
N.

MAP OF THE TUCSON DIVISION

SOUTHERN PACIFIC COMPANY

NOVEMBER, 1924.

J.F.M

SCALE OF MILES

0 5 10 20 30 40

REVISED, NOV. 28, 1924
" JUNE 12, 1925
" OCT. 21, 1925
" DEC. 11, 1926